



**Connecticut Avenue NW**  
**Reversible Lane Operations and Safety Study**  
***Community Advisory Committee Meeting #1***  
April 30, 2020

d.

# Tonight's Agenda

## Agenda Items

1. Welcome and Project Team Introductions (5 min)
2. Microsoft TEAMS Logistics (10 min)
3. CAC Member Introductions (10 min)
4. Community Engagement Strategy (5 min)
5. CAC/Charter (10 min)
6. Project Overview (5 min)
7. Project Scope of Work (15 min)
8. CAC Member Perspectives about the Connecticut Ave Corridor (25 min)
9. Next Steps (5 minutes)
10. Adjourn & Thank you!

# 1. Project Team Introductions

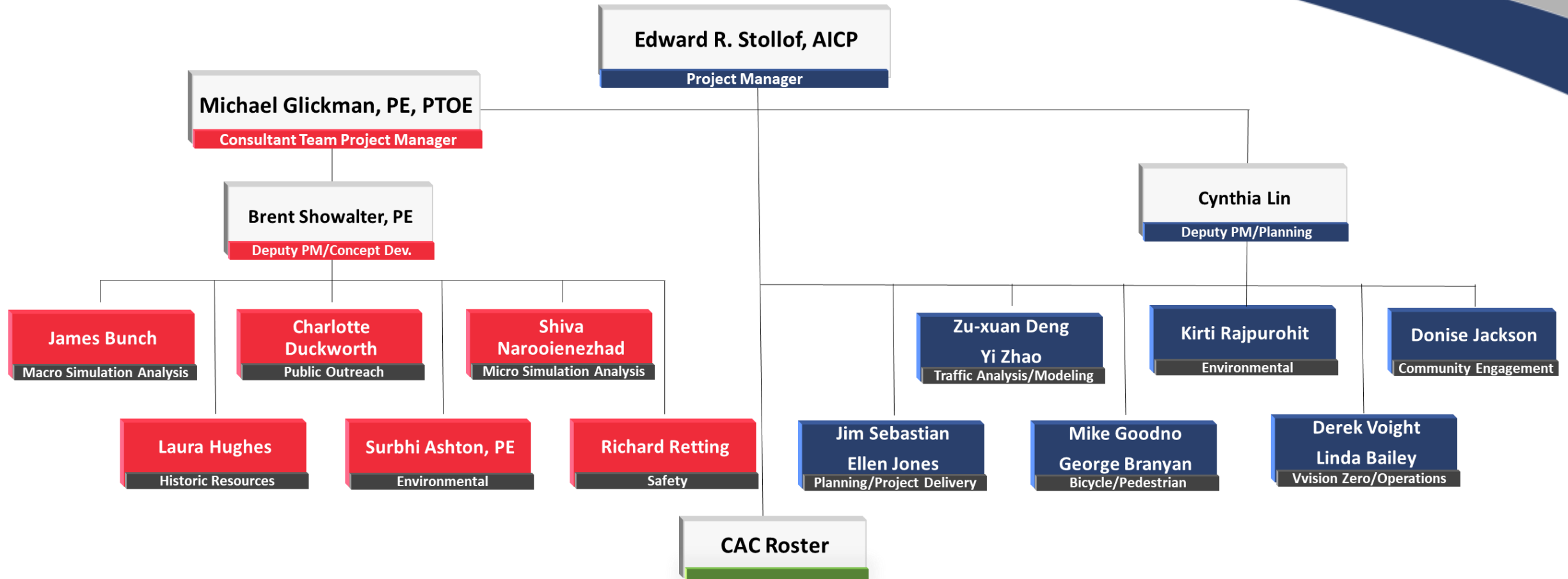
## DDOT Staff in Attendance

- **Ed Stollof**, *Project Manager*
- **Cynthia Lin**, *Deputy Project Manager*
- **Jim Sebastian**, *Associate Director, Planning and Sustainability Division*
- **Ellen Jones**, *Chief Project Delivery Officer*
- **Donise Jackson**, *Community Engagement Team*

## Consultant Staff in Attendance




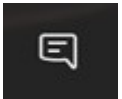

- **Michael Glickman**, *Project Manager, AMT*
- **Charlotte Ducksworth**, *Commun-ET*
- **Ian Swain**, *Commun-ET*
- **Sabrina Hamm**, *Commun-ET*

# 1. Project Team Introductions



## 2. Meeting Logistics

## 2. Microsoft TEAMS Logistics

<a href="#">Join Microsoft Teams Meeting</a> <small>Learn more about Teams   Meeting options</small>	Join the Meeting	This icon will appear in the meeting request of each meeting. Please use this button to join the meeting at least 5 minutes in advance.
	Mute	Clicking this icon will allow you to mute and unmute your speaker.
	Start/Stop Video	Clicking this icon will allow you to start or stop your video. Note this will NOT unmute your microphone.
	Participants	All participants names will be visible at the right side of the screen, allowing you to see who is on the videoconference
	Chat	Clicking the Chat button will pull up a Chat box on the right side of your screen. This feature will be used for requesting to speak.
	Hang Up	Click this button to leave the meeting at the end of the videoconference.

## 2. Microsoft TEAMS: Meeting Protocols

### JOINING THE MEETING

- In the meeting invitation, look for a link titled “Join Microsoft Teams Meeting.”
- Please join at least five minutes in advance.

### MUTED ENTRY

- Upon joining the meeting, please ensure your microphone is muted and your video is off.
- Only the Moderator will have video and audio on.

### MUTE & VIDEO OFF

- Please keep your microphone on MUTE and TURN OFF your video unless you are speaking.
- This way, background noises can be avoided, and the quality of the video and audio can be maximize.

## 2. Microsoft TEAMS: Meeting Protocols

### **GAINING PERMISSION TO SPEAK**

- If you wish to speak, please use the CHAT feature. Select “Show Conversation” on the grey menu bar and type “Question” or “Comment”.
- Wait for the Moderator to acknowledge you name before speaking.
- Once acknowledged, please UNMUTE your speaker and start speaking.
- When you are done speaking please MUTE your microphone.



## 2. Microsoft TEAMS: Meeting Protocols

### **BANDWIDTH ISSUES**

- You will most likely see a lag or slow speed when screen sharing occurs, when files are brought up, and/or when too many participants have their video on.
- If you get a “frozen screen” you may need to leave the meeting and join TEAMS again. Simply go back to the invitation and click JOIN TEAMS Meeting again.

### **END/LEAVE MEETING**

- Meeting attendees can leave the meeting by using the HANG UP icon at the bottom right of the screen. The Moderator can also end the meeting for everyone.

### **MEETING RECORDINGS**

- Meetings may be recorded by the Moderator. If the meetings are recorded, DDOT will advise you. You will see a privacy statement at the top of the TEAMS page.

### **3. Community Advisory Committee (CAC)**

### 3. Community Advisory Committee (CAC) Members

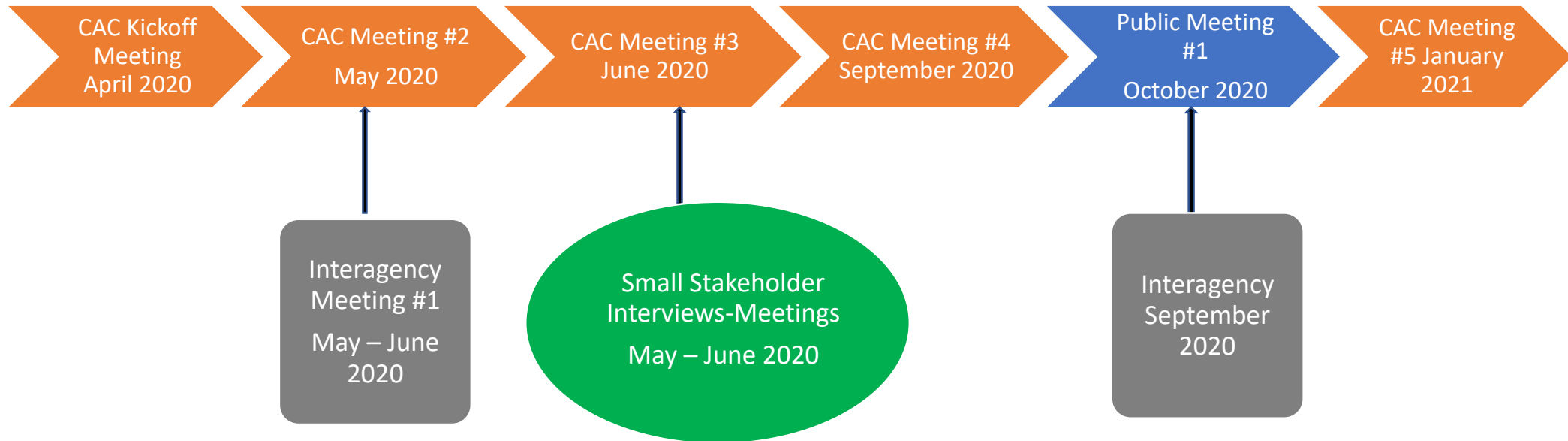
- Jonathan Bender, 3E03 *(to be confirmed)*
- David Cristeal, 3F01
- Robert Deyling, Chair, ANC 3F Streets and Sidewalks Committee
- Beau Finley, ANC 3C04
- Chris Fromboluti, 3G07
- Carolinn Kuebler, ANC3F02
- Eileen McCarthy, Chair, Pedestrian Advisory Council (PAC)
- Lee Brian Reba, 3C01
- Josh Rising, W3BA
- Randy Speck, 3G03
- Bicycle Advisory Council (BAC) *(no representative at this time)*
- Name
- Representation
- Something about yourself
- Your goals/interests for serving on CAC

# 4. Public Engagement

## 4. Public Engagement Activities and Tasks

- Public Engagement Plan
  - Drafted prior to COVID-19
  - “Living document”
  - **Updated based on today’s discussion**
- Community Advisory Committee Overview
- Advisory Neighborhood Commissions (ANCs)
- Stakeholder Meetings
- Interagency Meetings
- Public Meetings (2)
- Website

## 4. Public Engagement Phase 1 Timeline



- \*\*\*The ANCs will be updated throughout the Engagement Process.
- \*\*\*The current meetings listed will be held virtually until further notice.
- \*\*\*Meeting notes from the CAC will be posted on the project webpage.

# 4. Stakeholder Groups

## **Group One - CAC Member Engagement**

- Chevy Chase Citizens Association – ANC 3G/4G
- Cleveland Park Citizens Association – ANC 3C
- Cleveland Park Historical Society – ANC 3C
- Cleveland Park Main Street – ANC 3C
- Cleveland & Woodley Park Village – ANC 3C
- Forest Hills Citizens Association – ANC 3F
- Howard University School of Law – ANC 3F
- Glover Park Citizens Association – ANC 3C
- University of the District of Columbia – ANC 3F
- Van Ness Main Street – ANC 3F
- Ward 3 Vision-Bob Ward, McCarthy
- Woodley Park Community Association – ANC 3C
- Tenleytown Main Street –ANC 3E
- Tenleytown Neighborhood Association –ANC 3E

## **Group Two – Project Team Engagement**

- Embassies
- Howard University School of Law
- University of the District of Columbia
- Other Educational Institutions (Whittle, DCPS, etc.)
- Faith-based Organizations
  - Adas Israel Congregation
  - Capital Memorial Seventh Day Adventist Church
  - Islamic Center of Washington, DC
  - St. Paul's Lutheran Church
  - Wesley United Methodist Church
- Washington Area Bicyclist Association
- Foxhall Village



# 4. Project Website

**Website-** *(In Progress- Will send out)*

**Email Address-** [Conn-Ave-revstudy@dc.gov](mailto:Conn-Ave-revstudy@dc.gov)

## Website Contents

### Home Page

- Study Background
- Overall purpose Primary Goals

### Study Elements

- Key Study Elements
- Study process

### Public Engagement/Involvement

- Overall engagement strategy
- Virtual Engagement
- CAC Members

### Study Area

- Map
- Boundaries

### Resources/Project Materials

- Presentations
- Fact Sheets
- FAQs

### Next Steps

- Meetings

### Project Contact





# 5. CAC Charter

# 5. CAC Charter

## **Charter Purpose**

- To provide guidelines for the CAC as it assists DDOT to obtain integrated community input during the Study.

## **Acknowledgement**

- We will send you the CAC Charter.
- After your review, please sign and send back as an acknowledgement and agreement with your responsibilities and operating guidelines.

## **What will the CAC do?**

- Advise the Project Team on matters directly related to the Study.
- Act as a sounding board to DDOT during Phase I of the Study.
- Advise, support and assist the Project Team and other project partners to provide feedback regarding existing challenges and proposed solutions.
- CAC shall have no legal responsibilities and is formed only in an advisory capacity.

# 5. CAC Charter

## **CAC Duration & Schedule:**

- Study duration: 18 months (December 2019 to June 2021)
- Phase 1: Technical: 12/2019 to 01/2021
- Phase 2: Environmental Documentation: 01/2021 to 06/2021
- Convene approximately five times
- Meeting duration will be 1 ½ - 2 hours

## **CAC Composition:**

- Maximum of 12 members.
- Comprised of ANC commissioners
- ANC Single Member District (SMD) members
- Two ANC commissioners from ANC 3C, 3E, 3F and 3/4G
- Alternates, as required
- Pedestrian Advisory Council, Bicycle Advisory Council, and the WMATA Riders Advisory Council (1 member each)

## 5. CAC Member Roles and Responsibilities

- Attend CAC meetings;
- Bring community perspective;
- Help engage other community members/organizations;
  - Report back to your respective ANCs and Stakeholder
  - Project progress
- Including alternatives, pros, cons and tradeoffs
- Provide input, skills and knowledge to help assess concepts and study analysis and recommendations
- Public Meetings
  - Offer feedback on agendas;
  - Help disseminate public meeting notices and invites to constituents; and
  - Attend and participate in public meetings

# 5. CAC Operating Guidelines

## **CAC Members will:**

- Attend meeting or send an alternate (when possible)
- Brief Alternate on DDOT's study progress
- Respond within 24 hours, if at all possible, to meeting invitations
- Respect opinions of all members; allow members with dissenting opinions to express their views

## **Advisory members:**

- Shall not publicize final decisions about the study
- Will be provided DDOT approved information throughout the study

## **DDOT will:**

- Key recommendations will be tracked
- Post CAC meeting minutes, agendas, meeting summaries and key deliverables on the project website

# 6. Project Overview

# 6. Project Background

## Project Goals

- Reduce vehicle crashes during peak periods;
- Improve safety/access for bicycles & pedestrians; and
- Assess the feasibility of removing Reversible Lane Operation





# 6. Project Background

## Project History

- **2003 DMJM-HARRIS Study**
  - Focus on Van Ness section of Conn Ave
  - General multimodal and safety concerns
- **2011 ITE Article/Study**
  - Analysis of reversible lane operations
  - Utilization of lane, crash types and locations, encroachment violations
  - Reversible lanes should be evaluated on a case-by-case basis

### Connecticut Avenue Transportation Study

Final Report



Prepared by:  
DMJM+HARRIS, Inc.  
for:  
District Department of Transportation  
District of Columbia  
August 2003

### Reversible Lane Operation for Arterial Roadways: The Washington, DC, USA Experience

#### THIS PAPER DISCUSSES

THE OPERATIONS OF  
REVERSIBLE LANES IN THE  
DISTRICT OF COLUMBIA.

THE OPERATIONS ARE  
EVALUATED USING THREE

CRITERIA—UTILIZATION OF  
INFRASTRUCTURE CAPACITY,  
SAFETY, AND ECONOMIC  
DEVELOPMENT.

#### PURPOSE

This paper discusses the operations of reversible lanes on arterial roadways in Washington, DC, USA. The operations of reversible lanes are evaluated using three different criteria:

- Utilization of infrastructure capacity;
- Safety; and
- Land use/economic development impacts.

The discussion takes into account constraints inherent in a built-out urban environment and operational constraints imposed by external stakeholders. The paper discusses the status of continued operations of such facilities and draws some preliminary conclusions.

#### BACKGROUND

Traffic congestion has become a serious issue in metropolitan areas around the country. The annual cost of traffic congestion is estimated to be \$115 billion, consisting of 4.8 billion lost hours and 3.9 billion gallons of fuel wasted.<sup>1</sup> Congestion-related delays are progressively getting worse. Increasing congestion and delay not only has economic and environmental impacts but also has societal impact by af-

fecting operational efficiencies. Reversible lanes are a product of this trend.

Reversible lanes on roadways allow transportation agencies to make better use of existing infrastructure by aligning the supply with the demand. This strategy allows agencies to cost-effectively accommodate the temporal changes in traffic patterns during the course of a day. The directional capacities of roadways are adjusted at different times of the day to adapt to changing traffic conditions using reversible lanes. Reversible lanes in an arterial environment can take many forms, from being certain directions during certain time periods to having different lane allocation during different time periods.

#### OVERVIEW OF WASHINGTON, DC REVERSIBLE LANES

In the District of Columbia, reversible lanes are implemented to improve traffic flow during rush hours in corridors that accommodate predominantly commuter traffic. Some of the reversible lane facilities have been in place for several decades. Reversible lanes have been applied on several roadway segments to accommodate the imbalance in directional traffic (D-factor) associated with peak commuting periods. In

**Table 2. Accidents on comparable segments of corridors.**

Safety Metrics	Connecticut Avenue (Reversible Section)	Wisconsin Avenue (Regular)	Massachusetts Avenue (Regular)
Total Crashes	785	460	262
# of Peak Period Crashes	271	130	65
Percent of Peak Period Crashes	35 percent	27 percent	25 percent

Source: Reference [4]



# 6. Project Background

## • 2014 moveDC Recommendations

- Two-way cycle track along Connecticut Ave NW (R Street to Chevy Chase Circle)

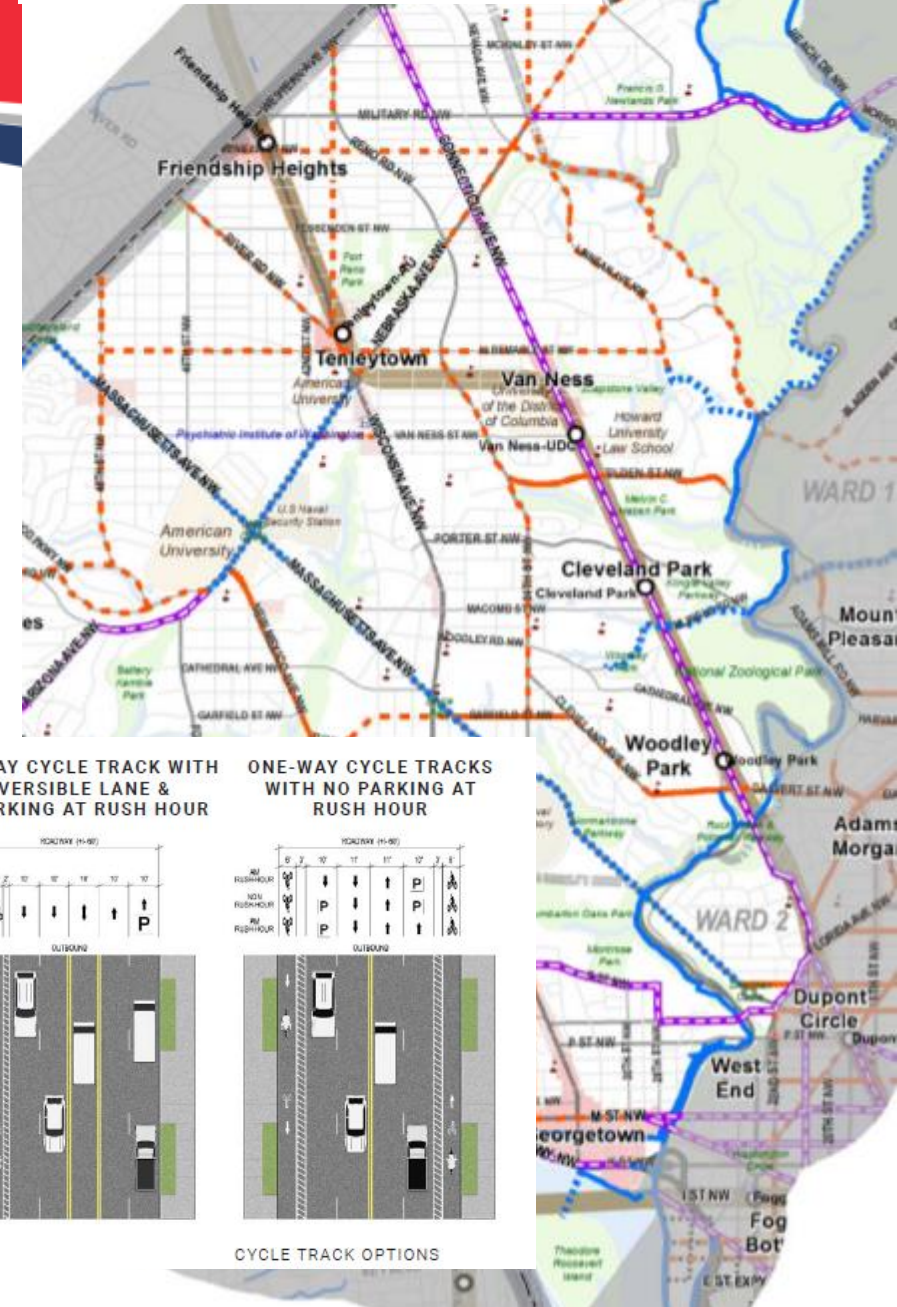
## • Cleveland Park Streetscape and Drainage Improvement Study

- Recommendations from 2013 Cleveland Park Transportation Study
- Streetscape improvements for pedestrian access and safety (Macomb Street to Quebec Street)
- Bicycle analysis - provide bicycle improvements along corridor

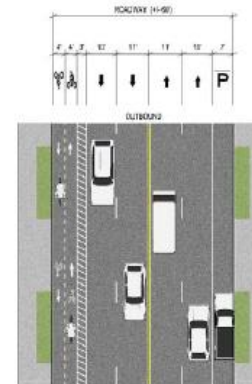
## • 2020 Study

- 2018 ANC Resolutions Supporting a New Connecticut Avenue Study
  - ANC 3C (May 21, 2018)
  - ANC 3F (March 2018)
- Community involvement in shaping RFQ

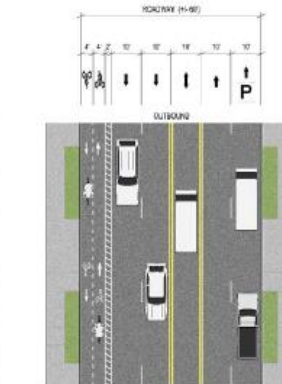
Source: moveDC 2014



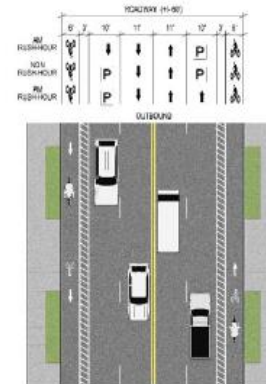
TWO-WAY CYCLE TRACK WITH NO REVERSIBLE LANE



TWO-WAY CYCLE TRACK WITH REVERSIBLE LANE & NO PARKING AT RUSH HOUR



ONE-WAY CYCLE TRACKS WITH NO PARKING AT RUSH HOUR



CYCLE TRACK OPTIONS

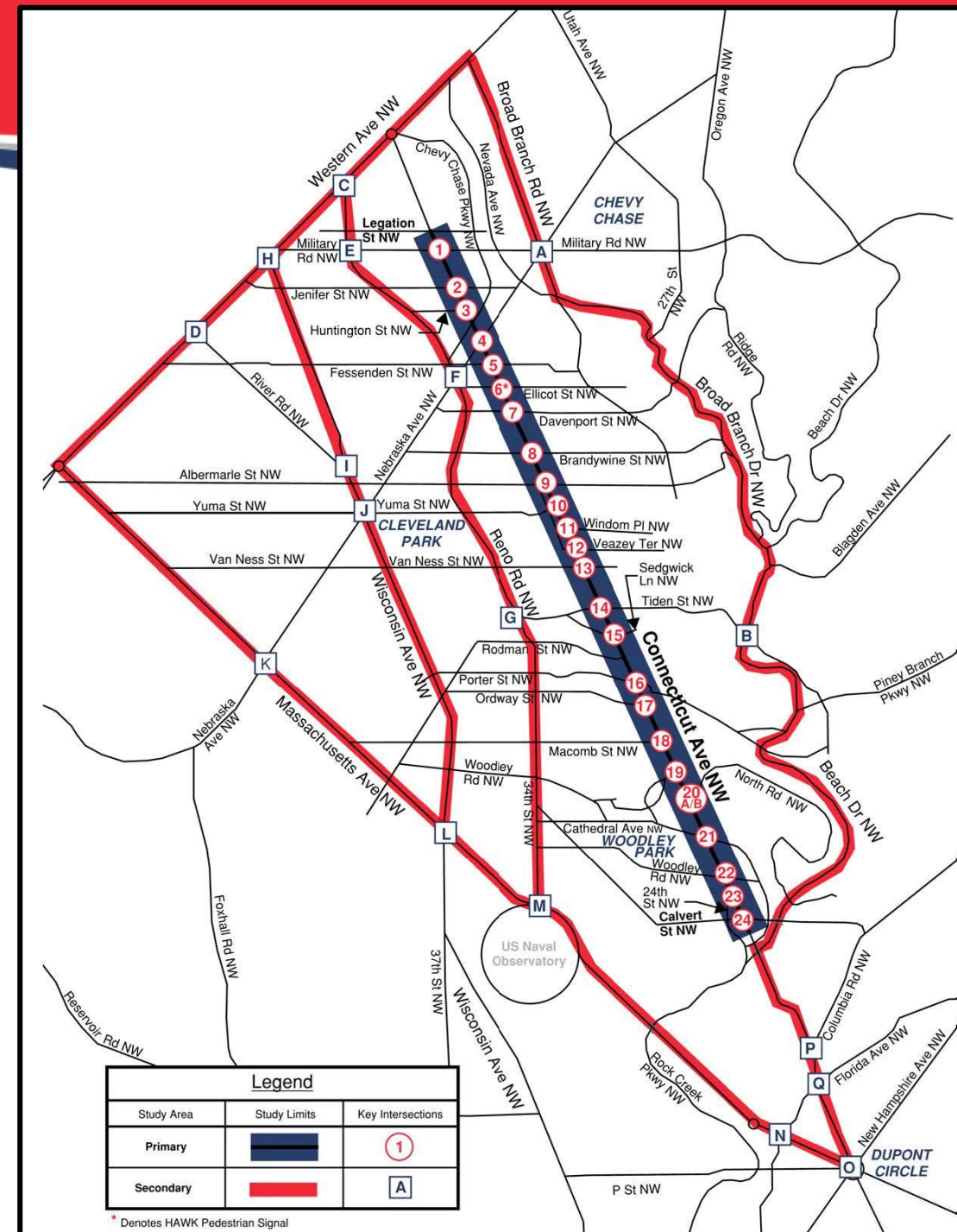
Source: Cleveland Park Streetscape Bicycle Analysis Memo 2016

# 7. Project Scope of Work

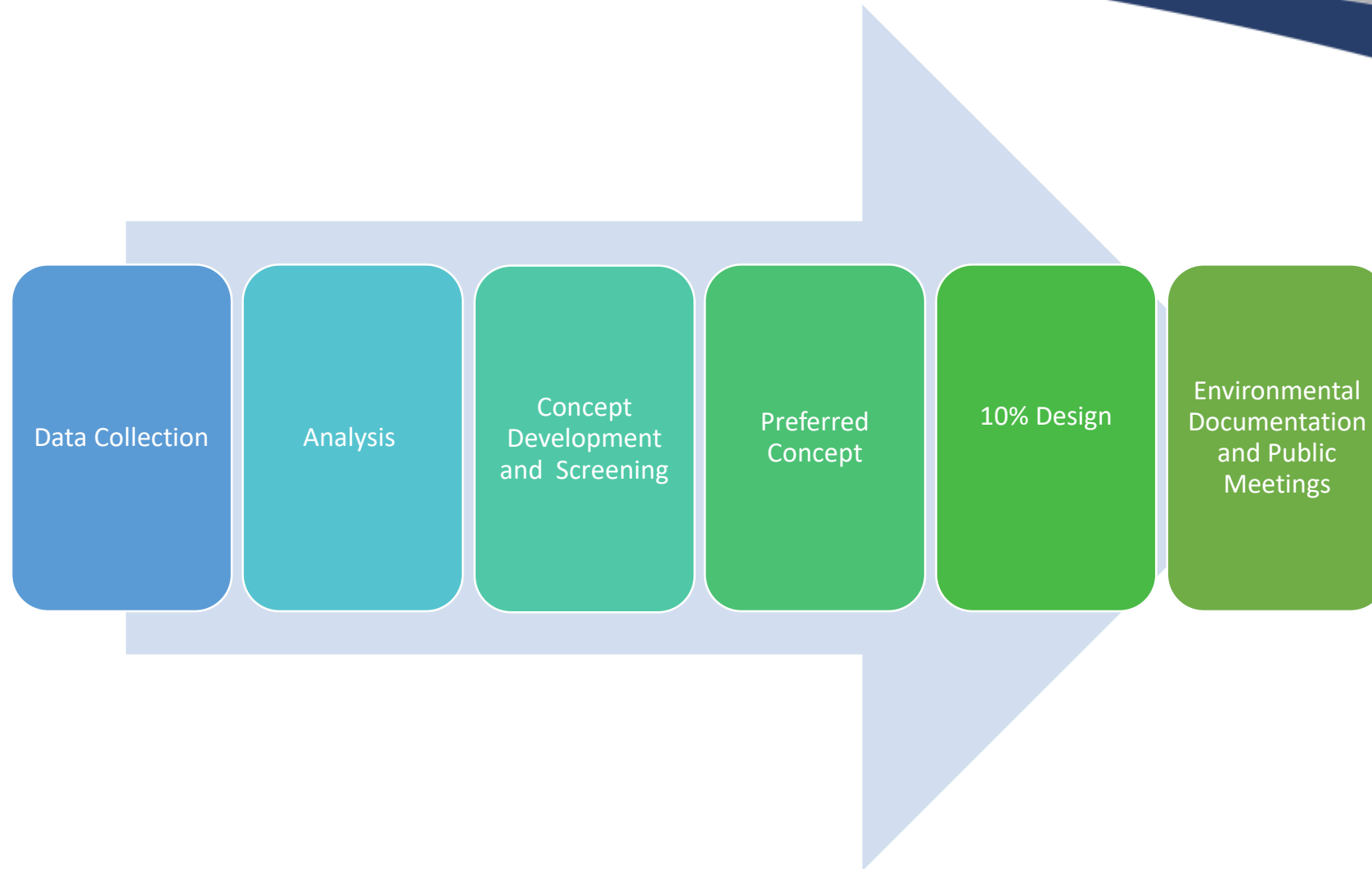
# 7. Project Study Area

## Primary and Secondary Study Areas

- Corridor - Approximately 2.7 miles long
- Primary Study Area
  - Connecticut Avenue from Legation Street to Calvert Street, NW
- Secondary Study Area
  - Wisconsin Avenue to the west, Broad Branch Road to the east, Dupont Circle to the south and Western Avenue to the north.



# 7. Major Elements of Scope of Work





# 7. CAC Project Involvement

## CAC Meeting #1

- Kick off Meeting
- Charter
- Project Overview
- Public Engagement Plan



## CAC Meeting #2

- Existing Conditions Report
- Preliminary Alternative Concepts



## CAC Meeting #3

- Alternative Concepts
- Review of stakeholder comments



## CAC Meeting #4

- Review Build Concepts
- Discuss Pros and Cons of Preferred Alternative



## CAC Meeting #5

- Modeling
- 10% Concept Design for Preferred Alternative



# 7. Scope of Work

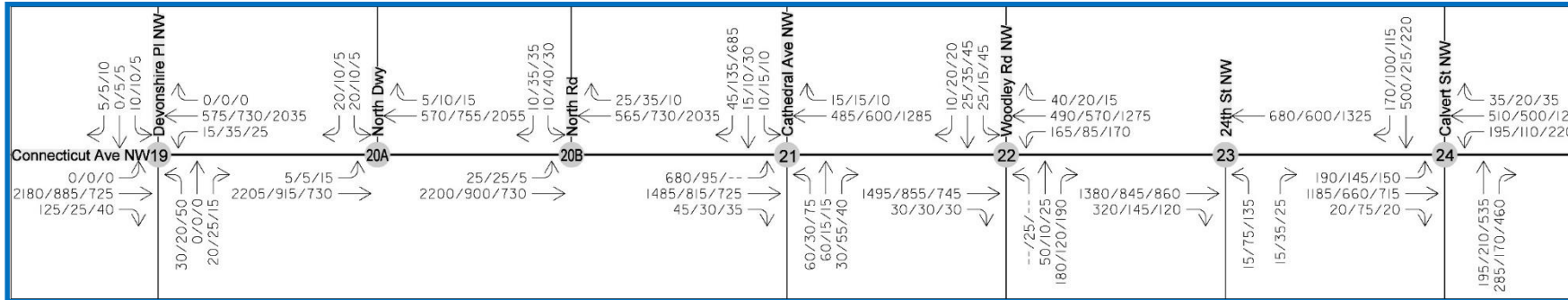
- **Existing Conditions**

- **Data Collection** *(Existing traffic count data from DDOT and new data to be collected – January 2020)*
  - Weekday AM/PM Peak and Off Peak Turning Movement Counts (TMCs)
  - Multimodal Data (pedestrian, bicycle, transit operations)
  - Average daily traffic volumes
  - Observations (queuing, compliance, curbside/ signage)
  - Vehicle travel times/speed data
  - Origin-Destination data
  - 5-year crash data
  - Basic right-of-way and lane width/signal timing
  - Environmental Documentation

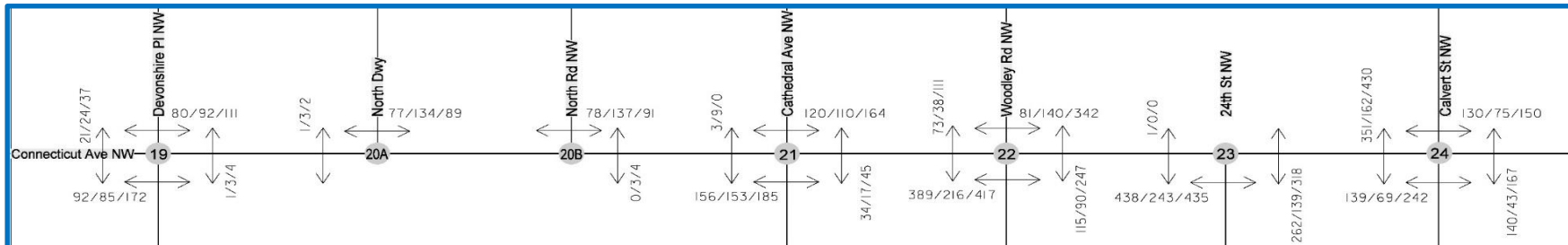
***Deliverable: Existing Conditions Report***

# 7. Scope of Work

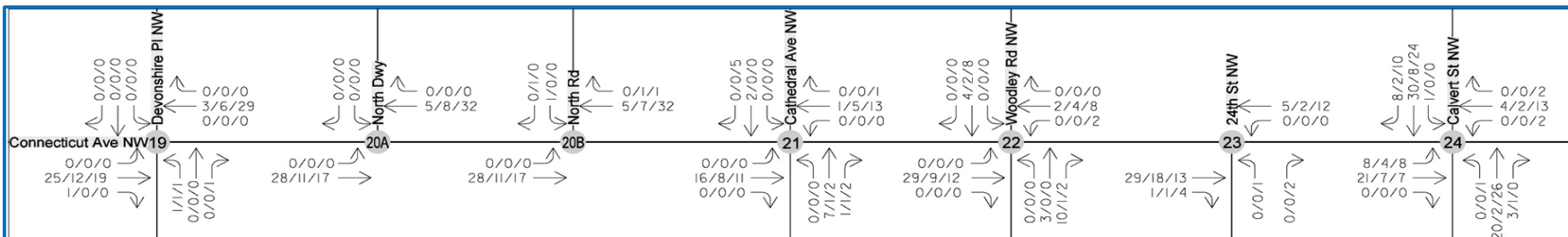
## • Sneak Preview (Preliminary Traffic, Pedestrian, Bicycle Counts)



AM/MD/PM Vehicle volumes



AM/MD/PM Pedestrian volumes



AM/MD/PM Bicycle volumes

- **Sneak Preview** (Preliminary Traffic, Pedestrian, Bicycle Counts)

Total Pedestrian Volume During AM, Mid-Day and PM Peak Hours									
Intersection: Connecticut Avenue NW @	Metro Proximity	AM	AM Rank	MD	MD Rank	PM	PM Rank	AM/ MD/ PM Volume	AM/ MD/ PM Rank
1. Military Road NW		179	21	77	23	187	19	285	20
2. Jennifer Street NW		88	22	34	24	89	24	145	24
3. Huntington Street NW		48	25	22	25	55	25	102	25
4. Nebraska Avenue NW		265	17	95	20	170	21	282	21
5. Fessenden Street NW		314	13	111	17	208	17	332	17
6. Ellicott Street NW		301	16	106	18	186	20	308	18
7. Davenport Street NW		418	12	83	21	256	15	351	15
8. Brandywine Street NW		490	9	129	16	355	13	493	14
9. Albemarle Street NW	M	733	4	259	12	598	9	861	11
10. Yuma Street NW	M	836	2	444	6	753	6	1,199	6
11. Windom Place NW	M	958	1	614	2	874	5	1,489	3
12. Veazey Terrace NW	M	710	5	761	1	950	4	1,716	1
13. Van Ness NW	M	676	7	471	4	513	11	991	8
14. Tilden Street NW		213	18	81	22	189	18	288	19
15. Sedgwick Street NW		185	20	101	19	223	16	344	16
16. Porter Street NW	M	473	10	270	11	627	8	907	10
17. Ordway Street NW	M	428	11	468	5	962	3	1,441	4
18. Macomb Street NW		302	15	317	9	583	10	915	9
19. Devonshire Place NW		194	19	204	13	324	14	547	13
20A. North Driveway NW		78	23	137	15	91	23	251	23
20B. North Road NW		78	23	140	14	95	22	258	22
22. Cathedral Avenue Road NW		303	14	289	10	394	12	697	12
23. Woodley Road NW	M	658	8	484	3	1117	1	1,609	2
24. 24 <sup>th</sup> Street NW	M	701	6	382	7	753	6	1,141	7
25. Calvert Street NW	M	760	3	349	8	989	2	1,341	5
		Rank 1-10							

Total Bicycle Volume During AM, Mid-Day and PM Peak Hours									
Intersection: Connecticut Avenue NW @	Metro Proximity	AM	AM Rank	MD	MD Rank	PM	PM Rank	AM/ MD/ PM Volume	AM/ MD/ PM Rank
1. Military Road NW		9	20	3	24	6	22	18	22
2. Jennifer Street NW		6	22	3	24	5	24	14	24
3. Huntington Street NW		11	19	5	18	8	21	24	20
4. Nebraska Avenue NW		2	25	4	22	5	24	11	25
5. Fessenden Street NW		6	22	7	12	11	19	24	20
6. Ellicott Street NW		5	24	6	13	6	22	17	23
7. Davenport Street NW		16	16	8	11	15	17	39	15
8. Brandywine Street NW		14	18	6	13	15	17	35	18
9. Albemarle Street NW	M	27	9	6	13	16	16	49	13
10. Yuma Street NW	M	16	16	5	18	17	15	38	16
11. Windom Place NW	M	22	12	5	18	19	13	46	14
12. Veazey Terrace NW	M	8	21	4	22	18	14	30	19
13. Van Ness NW	M	19	14	6	13	11	19	36	17
14. Tilden Street NW		18	15	5	18	27	9	50	12
15. Sedgwick Street NW		28	8	6	13	21	12	55	11
16. Porter Street NW	M	27	9	20	3	27	9	74	9
17. Ordway Street NW	M	20	13	13	10	24	11	57	10
18. Macomb Street NW		31	6	19	5	41	5	91	6
19. Devonshire Place NW		30	7	19	5	50	2	99	4
20A. North Driveway NW		33	5	19	5	49	4	101	3
20B. North Road NW		34	4	20	3	50	2	104	2
22. Cathedral Avenue Road NW		27	9	15	9	34	6	76	8
23. Woodley Road NW	M	46	2	18	8	32	7	96	5
24. 24 <sup>th</sup> Street NW	M	35	3	21	2	32	7	88	7
25. Calvert Street NW	M	95	1	28	1	93	1	216	1
		Rank 1-10							



# 7. Scope of Work

- **Analysis/Modeling**

- Modeling methodology and approach
- Macro Simulation Model (MWCOG Travel Demand Model)
- Micro Simulation Model (SYNCHRO)
- Future/ Alternative Concept Volume Development

***Deliverables:***

- ***Traffic Forecasts for No-Build and Build Concepts***
- ***Analysis Measures of Effectiveness (e.g., level of service, delay, v/c ratio, queuing)***

# 7. Scope of Work

- **Concept Development and Screening**

- Evaluation of Alternative “Build” Concepts
- No-build Management Option
- Evaluation Factors may include:
  - Safety
  - DDOT design standards
  - Traffic operations along Connecticut Avenue
  - Diversion impacts of “Build” Alternatives
  - Multimodal
  - Ease of implementation
  - Cost
  - Community and Business Impacts
  - Environmental

***Deliverables:***

***Concept Screening Evaluation and Report***

# 7. Scope of Work

- **Preferred Concept**

- CAC consideration
- DDOT Senior Management
- Public Meeting No. 1
- Stakeholder Interviews

- **10% Concept Plan Design**

*Deliverables:*

*Preferred Concept*

*10% Concept Design Plan*

- **Phase 2**

- Prepare documentation for NEPA CE 3 or appropriate environmental class of action
- Final Public meeting (#2) and interagency meeting

*Deliverables:*

*Preparation of Categorical Exclusion (CE) or appropriate environmental class of action*

*Approval of Environmental Documentation*

# 7. Project Schedule- Phase 1

## Project Schedule- Phase 1

### Connecticut Avenue NW Reversible Lane Safety and Operations Study

Task Description	Month	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
Project Initiation															
Data Collection															
Initial Alternatives Development															
Base Year (2019) Forecasting															
2045 No-Build Modeling															
Small (Individual) Stakeholder Interviews															
2045 Build Concepts 1-4															
Draft Concept Report															
Draft Preferred Alternative Report															
10% Design Concept Plan															
Public Engagement															



Activity Duration



CAC Meetings



Interagency Meetings



Public Meetings

# 7. Project Schedule- Phase 2

## Project Schedule- Phase 2- NEPA Documentation

### Connecticut Avenue NW Reversible Lane Safety and Operations Study Project

Task Description	Month	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
NEPA Documentation									
CE 2/3 Outline									
Purpose and Need									
Draft NEPA Document									
Final NEPA Documentation									
Public Engagement									



Activity Duration



CAC Meetings



Interagency Meetings



Public Meetings

## 8. CAC Member Perspectives

## 8. CAC Member Perspectives of Connecticut Avenue Corridor

- **“Round Robin”**

- Safety
- Operations
- Community Needs
- Multimodal
- Other

### CAC Members

Jonathan Bender, 3E03 *(to be confirmed)*

David Cristeal, 3F01

Robert Deyling, Chair, ANC 3F Streets and Sidewalks Committee

Beau Finley, ANC 3C04

Chris Fromboluti, 3G07

Carolinn Kuebler, ANC3F02

Eileen McCarthy, Chair, Pedestrian Advisory Council (PAC)

Lee Brian Reba, 3C01

Josh Rising, W3BA

Randy Speck, 3G03

Bicycle Advisory Council (BAC) *(no representative at this time)*

# 9. Next Steps



# Next Steps

- CAC Meeting #2 in 2 to 3 weeks
- CAC Project Charter- Review and Sign
- Completion of the project website
- Scope of Work
  - Existing Conditions Report- Ongoing
  - Initial Concept Development- Ongoing
- Communication
  - Questions? Contact Project PM, DPM, and Commun-ET

# Contact Information

## **Ed Stollof, Project Manager**

Manager, Project Planning Branch  
Planning and Sustainability Division  
District Department of Transportation  
55 M Street SE, Suite 400  
Washington, DC 20003  
Office: 202.535.2536  
Cell: 410-370-5116  
Email: [Edward.Stollof@dc.gov](mailto:Edward.Stollof@dc.gov)

**Project Website-** In Progress

**Project Email-** [Conn-Ave-revstudy@dc.gov](mailto:Conn-Ave-revstudy@dc.gov)

## **Donise Jackson, DDOT Ward 3 Community Engagement Specialist**

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District Department of Transportation  
55 M Street SE, Suite 700  
Washington, DC 20003  
Office: 202.478.1450  
Cell: 202.391.8764  
Email: [Donise.Jackson@dc.gov](mailto:Donise.Jackson@dc.gov)

## **Charlotte Ducksworth, Community Engagement Specialist**

Partner, Commun-ET, LLC  
100 M Street SE, Suite 620  
Washington, DC 20003  
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Email: [cducksworth@commun-et.com](mailto:cducksworth@commun-et.com)